



# Rudder Flutter

Idaho Transportation Department, Division of Aeronautics

*To foster, develop, and maintain Idaho's aviation programs, facilities, and services*

**Volume 44, Issue 5**

**Winter 1998**

## **CABIN CREEK AIRSTRIP REPAIR PROJECT UPDATE NOVEMBER 9, 1998**

The work season has ended successfully at the Cabin Creek Airstrip. The Contractor's work is scheduled for final inspection by the Forest Service as soon as weather permits this fall. The Contractor is now in the process of demobilizing equipment and heading the stock for home.

A Forest Service crew spent two weeks at Cabin Creek in October. Channel rehabilitation work on Cow Creek, at the upper end of the airstrip, was successfully completed and erosion protection measures were installed to protect the Creek from sediment introduction during the winter and spring. Disturbed areas were seeded and fertilized.



June 1998 - Ongoing Repairs to the Airstrip  
by Contractor Pat Armstrong

Nine water bars were installed on the upper 900 feet of the runway where work had been completed. An additional 6 -10 water bars will be installed, most likely next spring. The upper portion of the runway was seeded as well.

The airstrip looks like it will be in excellent condition to provide access to the Wilderness next year. The closure order, restricting use, will remain in place until next spring, giving a chance for the fill to stabilize and the seeding to take effect. Forest Service use of the airstrip has been limited to movement of critical repair materials.

We appreciate the understanding and patience of users, as repair efforts have proceeded. The end result is going to be an improved facility and one that will be less susceptible to the kind of damage that occurred in 1996.



October 1998 - Upper 900' After Completion of  
Repairs and Installation of Waterbars



## ATC BULLETIN

### NEW VFR PROCEDURES

Previously, VFR pilots departing Boise airport were issued a clearance to maintain at or below 4000 feet MSL, a departure frequency, and a beacon code from Boise Clearance Delivery.

After December 1, 1998, VFR pilots will no longer be issued the 4000 foot restriction. VFR pilots departing Boise airport will be issued a departure frequency and a beacon code only from Boise Clearance Delivery.

If an altitude restriction or heading is necessary for separation between VFR departures and arrivals, the Tower Controller will issue the necessary instructions.

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### FIRC

The Idaho Transportation Department, Division of Aeronautics, will conduct an FAA approved refresher clinic on February 19-20, 1999 to renew **unexpired** Flight Instructor Certificates with all ratings. This clinic will be conducted to meet the requirements of FAR Part 61.197.

The two-day clinic will be held at the Airport Holiday Inn, Boise. Class meeting times will be 3:00 – 11:00 PM Friday, February 19 and 7:00 AM – 5:00 PM Saturday, February 20. Breaks will be taken between each block of instruction. Dinner on Friday night will be included in the cost of the clinic.

**The cost of the clinic is \$135.00 per person if paid in advance by February 5, 1999.** After that date the cost will be \$160.00. If you plan to take the clinic, **you must be registered by February 12, 1999.** Class size will be limited to a maximum of 40 students.

For more information, please contact us at 208/334-8776, 800/426-4587, FAX 208/334-8789 or email.

## HOLIDAY HUMOR

We are a little late with this but we like it anyway:

Santa Claus, like all pilots, gets regular visits from the FAA and it was shortly before Christmas when the FAA examiner arrived.

In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order.

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolf's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload.

Finally they were ready for the check ride. Santa got in, fastened his seatbelt and shoulder harness, and checked the compass. Then the examiner hopped in, carrying, to Santa's surprise, a shotgun.

"What's that for?" asked Santa incredulously.

The examiner winked and said, "I'm not supposed to tell you this, but you're gonna lose an engine on takeoff."

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**The Aeronautics in-state toll free number has been changed. The new number is 800/426-4587. The Search and Rescue toll-free number remains the same at 800/346-9134.**

#### IDAHO TRANSPORTATION DEPARTMENT

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**WE'RE BACK!!!!!!!!!!!!!!**  
**7<sup>TH</sup> ANNUAL IDAHO STATE AVIATION CONFERENCE**

**MARCH 25-27, 1999**

Congress has declared 1999 to be the "Year of Aviation" and the 7th annual Idaho State Aviation Conference is back, bigger and better than ever, making this year Idaho's "Year of Aviation". **You** made the last conference the success it was. **You** are needed again to continue that success. The return engagement of our acclaimed supporting cast of the FAA, clubs, 135 operators, mechanics and vendors will virtually assure a event packed with interesting topics and entertaining speakers. Our new facilities have allowed us to increase vendor space by nearly 50% from 25 to 38 spaces. The teacher workshop will be back, helping teachers encourage our children to look toward aviation as a viable career choice. To further represent as many aviation interests as possible within the conference program, the Division of Aeronautics, the State Department of Agriculture and the Professional Aerial Applicators Support System (PAASS) are sponsoring for the first time seminars for Idaho's aerial applicators through the PAASS Program.

The kickoff luncheon on Thursday, March 25<sup>th</sup> will feature Ron Williams from the "VentureStar" program as our guest speaker. Under "VentureStar" a site for launching the first commercial space shuttle will soon be selected. Idaho is one of several states very much in the running for this launch site. Our closing banquet on Saturday, March 27<sup>th</sup> features Darrell Collins, historian for the Wright Brothers Museum. An outstanding and entertaining speaker, his presentation is in honor of the upcoming 100<sup>th</sup> anniversary of the Wright Brothers' first flight at Kitty Hawk, North Carolina.

Throughout the three-day affair we have scheduled a variety of interesting topics and entertaining speakers for the enjoyment and education of the flyer and non-flyer alike. From composites to mountain flying, from navigation to emergency procedures, we have it all. The Aviation Conference Association has made every attempt to include your comments and suggestions from last year in planning this year's conference. It was indeed an enjoyable task as nary a comment was negative. You let us know we were on the right track and now is your opportunity to witness those improvements. Help us make **YOUR** conference the best! Check out our website at: [www.state.id.us/itd/aero/aerohome.htm](http://www.state.id.us/itd/aero/aerohome.htm), contact us at 800-426-4587, [dedaniel@itd.state.id.us](mailto:dedaniel@itd.state.id.us) or [flester@itd.state.id.us](mailto:flester@itd.state.id.us) for more information or registration forms. Don't miss it! See you there!

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Thanks to all who inquired and bid on our T-41 that we recently sold. The high bid was from Dan Lilja in Montana, who picked up the aircraft approximately two weeks ago. He sent an email to let us know he loves the aircraft and is very pleased with his purchase. The minimum bid was \$32,500 and we had 31 qualifying bids.



## EASTERN IDAHO 99'S

The Eastern Idaho Chapter of the 99's has had an eventful summer. We started talking and planning to paint the numbers on the runway at Downey, Idaho last October, yes a year ago. By the middle of May, we started looking at dates to paint. May and June did not cooperate when it came to weather. July 31<sup>st</sup> the weather and plans came together and four 99's and some local pilots met at Downey with paint rollers and an adventurous attitude. The numbers are finally painted! The numbers can be seen from half way across the valley! The airport manager, Mr. Dan Jensen, commented, "Keeping these little airports going is getting harder and harder." The project reminded of us of some of the reasons we are 99's.

The end of September, the Eastern Idaho 99's sponsored our 14<sup>th</sup> Annual Mountain flying clinic at the Flying B Resort Ranch in the Middle Fork of the Salmon River in central Idaho. Fourteen 99's and friends flew in, took advantage of the guest mountain flying instructor, Bob Jones, fished in the river, hiked and thoroughly enjoyed ourselves.



The first weekend in October, the 99's, in keeping with their "adopt a runway" project, took the fence down at Henry's Lake so the wild game and snomobilers can have access to the grass in the lower areas during the winter. I understand the weather wasn't as cooperative as it was the weekend we went to the "B". The landing strip is now ready for the elk and moose-and winter recreation!

If you would like more information about the 99's, how to join us in aviation activities, contact any 99 or email one of us at either [billsipc@poky.srv.net](mailto:billsipc@poky.srv.net) or [chm@srv.net](mailto:chm@srv.net)

Submitted by

Sandi Bills

## 1999 Calendar of Events

### FEBRUARY

19-20 Division of Aeronautics Flight Instructor Refresher Clinic – Holiday Inn, Boise  
Frank Lester 208/334-8775

### MARCH

25-27 7<sup>th</sup> Annual Idaho State Aviation Conference  
Vista Holiday Inn, Boise  
Debbie Daniels 208/334-8776  
[dedaniel@itd.state.id.us](mailto:dedaniel@itd.state.id.us)

### MAY

1 Arizona Sundance 99s Air Derby  
Peggy Peterson 602/641-7467  
20-22 Challis River of No Return Mountain Flying Clinic  
Bob Plummer 208/879-5900

### JUNE

10-12 Challis River of No Return Mountain Flying Clinic  
Bob Plummer 208/879-5900

### JULY

6-9 McCall Mountain/Canyon Flying Seminars  
Lori MacNichol 208/634-1344  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)  
13-16 McCall Mountain/Canyon Flying Seminars  
Lori MacNichol 208/634-1344  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)  
16-18 Family Fly-in, West Yellowstone, MT  
John Goostrey 800/453-0001 ext. 225  
20-23 McCall Mountain/Canyon Flying Seminars  
Lori MacNichol 208/634-1344  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)

### AUGUST

2-6 McCall Mountain/Canyon Flying Seminars  
Return students only  
Lori MacNichol 208/634-1344  
[mcflysem@cyberhighway.net](mailto:mcflysem@cyberhighway.net)  
7-8 IAA Fly-in – Johnson Creek

## Brown Bag Speakers

Brown Bag luncheons are held the first Wednesday of each month at the Aeronautics office.

January – Dr. Paul Collins: Emergency Kits  
February – Jack Lane: Warbird Restoration  
March – Phil Goodman: Helicopter Longline Operations

To get your upcoming event published in the *Rudder Flutter*, send information to Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129. Be sure to include contact person and pertinent information. E-mail [dedaniel@itd.state.id.us](mailto:dedaniel@itd.state.id.us) or [flester@itd.state.id.us](mailto:flester@itd.state.id.us)



## 1998 Idaho Safe Pilot Program

With this issue of the Rudder Flutter, you have received your application for the 1998 Idaho Safe Pilot Program. Please take the time to fill out your application and return it to the Division of Aeronautics by March 1, 1999. We hope, in some way, to recognize each of you who qualify at this year's aviation conference in March. Listed below are the criteria we employ to recognize the different levels of achievement by the various participants.

- 1) Recognition by certificate will be given for the number of years in which the applicant has met the minimum qualifying criteria. For example, if you have been flying accident free for a total of seven years but have only met the minimum required points in each of the last four years, you are eligible for a four-year award.
- 2) The Idaho Safe Pilot Program is designed to recognize the achievements of all aviators who adhere to safe flying practices. As a measure of extraordinary performance, special recognition will be given to pilots who complete the following milestones in their flying careers:
  - a. 500 flight hours accident free ... certificate award
  - b. 750 flight hours accident free ... certificate award
  - c. 1000 flight hours accident free ... Governor's certificate
  - d. 2000 flight hours accident free ... Governor's certificate
  - e. 5000 flight hours accident free ... Five thousand plus pin and Governor's certificate
  - f. 10000 flight hours accident free ... Ten thousand plus pin and Governor's certificate

Currently, we have a supply of pins for various yearly awards. Unfortunately, budget constraints and escalating costs have made continuing these individual yearly awards prohibitive. In the future we will continue to give out these individual awards as long as supplies last. We will also continue to develop other means to recognize your flying achievements. We will inform you as these changes come about. In the meantime, I hope you will continue to support your Idaho Safe Pilot Program through your participation and good flying habits. Good luck in 1999 and FLY SAFE!



## 1998 IDAHO SAFE PILOT PROGRAM

### QUALIFYING CRITERIA

- 1) Applicants for these awards must be registered with the Idaho Division of Aeronautics, and hold current FAA certificates and flight physicals.
- 2) Awards will be given to registered pilots who have maintained accident/violation free status for the year, and who have accumulated at least 100 points which may be achieved by the following methods:
  - A. Each hour of Pilot-In-Command (PIC) time = 1 point. A minimum of 30 hours is required a year, and a maximum of 50 points is allowed.
  - B. Attendance at safety-oriented pilot refresher course will be accredited with 15 points per hour of instruction (e.g., FAA Wings Course, State safety programs, mountain flying seminars, CFI upgrade/refresher, family fly-in, State Aviation Conference, etc.). A maximum of 75 points will be allowed toward the award criteria.

Additional credit will be given for the following accomplishments:

  - C. Certificate or rating upgrade = 50 points each upgrade.
  - D. Dual received = 10 points for each hour (maximum of 30 points).
  - E. Biennial Flight Review or Instrument Competency Check = 15 points each.
- 3) Each applicant will be expected to provide information concerning the type of training received on the front of the application form.
- 4) Student pilots will qualify under the same criteria as certificated pilots.
- 5) Guidelines for aircraft accident reporting and determinations established by the National Transportation Safety Board Rule 830 will be the reference used to evaluate eligibility for these awards. In the event an applicant has been involved in an aircraft accident as defined by Rule 830, the Division of Aeronautics will convene a Special Review Board to determine if the applicant is eligible for the award.
- 6) Special Review Boards may be convened by the Division Safety/Education Coordinator to evaluate applications that may not comply with the objectives of the Safe Pilot Program, or in the event of an appeal by an individual pilot. The board will be made up of at least three people who will consider the available information to determine an applicant's eligibility.
- 7) The purpose of the Idaho Safe Pilot Award Program is to promote safety consciousness and safe flying practices among all aviators. In order to ensure the integrity of the program, the Division of Aeronautics reserves the right to review logbooks or other approximate information in the event a claim for an award is disputed.

**NOTE: Please ensure the information you submit is legible, accurate, complete, and submitted before the established deadlines.**



## LETTER TO THE EDITOR

October 14, 1998

Editor of Rudder Flutter

Idaho Division of Aeronautics

3483 Rickenbacker / P. O. Box 7129

Boise, Idaho 83707-1129

Sirs:

I would like to comment on Bob McCormick's article "First Impressions - Lasting impressions" in the Fall 1998 issue of Rudder Flutter. First, I think that the Civil Air Patrol is a good organization because I believe that any origination that gives young people a positive experience with General Aviation is commendable.

As I read the article, I concluded that the conflict described at the airport was not one of bad manners, rather it was based on the perception that the CAP is becoming a tool for enforcement agencies. As described, all went well while the CAP was conducting an ELT search, and the pilot of the offending aircraft was polite and cooperative. When the CAP attempted to collect specific information regarding the ELT, battery date, and pilot's name, the meeting turned sour. The pilot had nothing to gain, but could potentially loose by supplying this information. Neither the pilot or the CAP members knew where this information would be stored, or how it would be used, or who would have access to it, so the Pilot was right to be suspicious.

This information would almost certainly end up in a database somewhere, probably several databases. Would the FAA become involved because the ELT batteries used a portion of their service life on the ramp? Did the batteries expire since the last annual? Once the information was collected, the pilot would no longer have control over it. If a mistake were made during collection, the pilot would never know, and would not have an opportunity to correct it, add to it, or delete it. The information could be available to anyone. An insurance company might want to reduce claims and use the Freedom of Information act to compile a list of aircraft that had ELT activations. It could then correlate with their list of policyholders and eliminate those that showed a tendency for hard landings. Vendors could access it to add to their

mailing lists. Once collected, information spreads.

Did the pilot handle the situation well? He tried to walk away after all parties acknowledged that there was no legal compulsion to supply further information, but he was stopped and questioned. Should he have used cuss words? He did not cuss at the CAP or any of the volunteers present, rather he succinctly described his sentiment toward the government's Orwellian attitude. Bad manners? It appears to me that the CAP was being intrusive, no matter how polite their attitude.

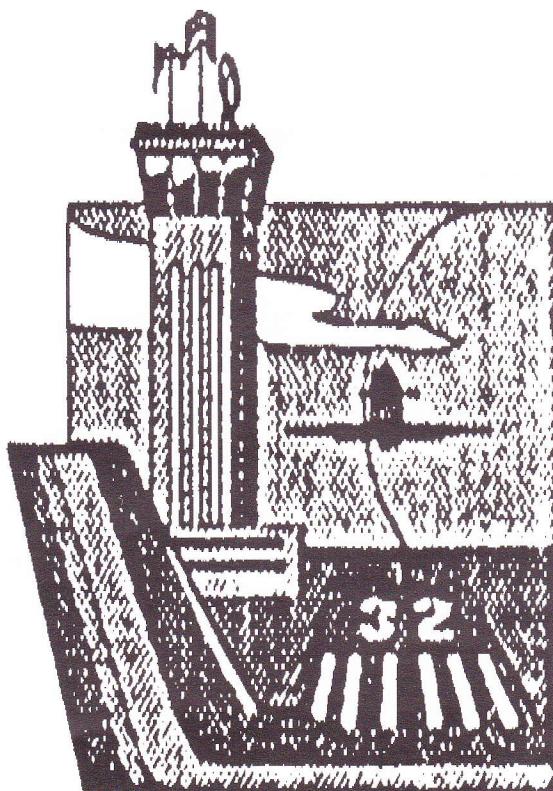
My conclusion is that the CAP needs to examine their procedures and determine what their mission really is. If they want to perform search and rescue missions (including tracking ELT signals to aircraft parked on the ramp) then they will have the support of the flying community. If they present themselves as collectors of enforcement information for parent government agencies, then their "lasting impression" will be quite different.

Sincerely yours,

Terry Shannon

3701 W. Ambrosia Ln.

Kuna, Idaho 83634



## IDAHO BACKCOUNTRY STRIPS HAVE A BENEFACTOR

Idaho's backcountry airstrips will benefit from the generosity of an Idaho pilot who has enjoyed flying into the backcountry for more than half a century.

J. Curtis Earl, Boise, told the Idaho Aviation Association board last week he has formed a non-profit corporation for the purpose of improving and maintaining the state's mountain and recreational airports. For starters, he deposited a check in the Idaho Aviation Foundation, Inc. for \$20,000, which he described as a "first installment." Idaho has more recreational airstrips than any other state. Most of them are owned by state and federal governments whose budgets have not included funding for regular maintenance in recent years. Many of these airstrips are maintained by members of aviation organizations who volunteer their time and materials to keep them safe.

Boyd Miller, president of the nearly 700-member Idaho Aviation Association and board member of the new foundation, said he hopes the fund will grow to become a half-million dollar endowment that will be a long-lasting benefit to aviation in Idaho. He said the IAA will suggest projects for foundation funding.

Foundation funds are designated to be used to improve and maintain airport runways and facilities, improve airport safety, develop or expand recreation sites, preserve and increase access to airports, and provide information and education to individuals, organizations and agencies as a means of promoting these purposes.

Earl, who pilots a Cessna 180, said, "I've been flying here for 54 years and I just want to put something back."

**FOR MORE INFORMATION:** Boyd Miller 208 634-8798 or Curtis Earl 208 336-9330

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